

Prices and Prospects.

FEW ACTUAL COKE TRANSACTIONS; NONE COMING INTO THE MARKET

Even "OFF" Grades, When Obtainable, Freely Bring Full Limit in Price.

EXPECT BAN TO BE LIFTED

When Decision Has Been Reached in the Bituminous Wage Controversy; Furnaces Disposed to Pay Liberally for Second Half Supplies of Coke.

Special to The Weekly Courier.
PITTSBURG, March 17.—The Connellsville coke market continues extremely quiet as to actual transactions. There is scarcely any prompt coke either from the foundry, some into the market. They have no promises of offerings in the future, but they do not materialize. One grade-coke occasionally is offered, and brings the full limit price.

A number of furnace interests would willingly pay above the government price limit at this time in order to secure coke, as they are operating with slack blast and can use to advantage all the pig iron they could make. At the same time it is to be noted that there is no scarcity of pig iron at this time. Prompt foundry iron, indeed, has become rather plentiful and is being offered by brokers at a shade under what is considered the market. It is regarded as not improbable that this loosening in the supply of foundry iron is due in part to decreased consumption by founders not having enough coke. Such an influence could easily affect the pig iron situation, because the average melting ratio at the foundry is about one ton of coke to eight tons of pig iron. On the other hand it requires a little more than one ton of coke to make one ton of foundry iron. Thus a shortage of one ton of foundry coke may release eight tons of pig iron, while a shortage of one ton of furnace coke decreases pig iron production by three less than one ton.

The coke market remains quite static at government limits as given below, but is almost absolutely stagnant:

Pittsburgh	1.25
Newark	1.25
Youngstown	1.25
Cleveland	1.25
Buffalo	1.25
Albany	1.25
Chicago	1.25
St. Louis	1.25
St. Paul	1.25
Baltimore	1.25
Harrisburg	1.25
Johns	1.25
Louisville	1.25
Minneapolis	1.25
Madison	1.25
Philadelphia	1.25
Pittsburgh	1.25
Potter	1.25
Paterson	1.25
Reading	1.25
Montgomery, Va. (I. & O.)	1.25
Hannibal, Mo. (I. & O.)	1.25
South Bethlehem	1.25
Swetland, Pa.	1.25
Toledo, O.	1.25
Waukesha	1.25
Valley Pointe	1.25

PREMIUMS FOR PROMPT STEEL MELTING AWAY; NO FURTHER ADVANCE

By the Independents; United States Steel Corporation to Adhere to Its Sales Policy.

Special to The Weekly Courier.

NEW YORK, March 17.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

Premiums for prompt delivery of finished steel products have begun the melting away process. Declines thus far are not extensive, except in sheet, which has been reduced to \$1.25 a week on black being two cents a pound under the record made late in February, on prompt mills late in February, on prompt mills late in February. Premiums are likely to decrease more rapidly week by week until within 60 or 90 days prompt and forward deliveries ~~will not~~ ~~be~~ ~~higher~~.

The change in the situation as to requirements and supplies is a small one, but the effect upon the minds of buyers, who have been so nervous for several months, is pronounced. February production of steel has recorded an excellent increase month by month through February. While the Youngstown district may produce this month at a lower rate than in February, the country as a whole will show another good gain. The National Tube company may make a new tonnage record this month in its output.

"In other words, the man who buys in his coal during the winter will get 10 per cent lower transportation rates than the man who buys until winter to buy his fuel. That difference should result in a heavy demand during the summer months, spreading distribution over the entire year, instead of making an excessive demand in the winter."

"My bill also will prohibit railroads from commanding coal shipped over their lines destined to private consumers. It has been demonstrated by many witnesses that railroads have been diverting coal to their own use for given what is commonly used for many years, regardless of to whom the shipments are consigned."

The large independent steel companies did not display a great deal of conservatism in departing on the March 21st or Industry's Board prices while the United States Steel Corporation adhered to a strict schedule, they make it quite clear that they do not contemplate any further advances when they announced their prices for third quarter deliveries, so that the large independents are practically committed to prices not above 300 cents for bars, 215 cents for shapes, and 325 cents for plates.

The United States Steel Corporation shows no disposition to depart from its price policy, and this indicates that its sheet and the plate prices for second half to manufacturing consumers and for third quarter to jobbers, will be at no advance. Order books will probably be opened about April 15th or not long afterwards. An advance may be made in wire products, as an adjustment.

Transportation conditions as affecting the iron and steel industry have improved scarcely at all, on a general basis. The situation seems to be that the Pittsburgh district is the poorest of this whole period of car shortage, causing considerable loss of steel production in the Connellsville region.

As to coke contracts for second half, the belief is strongly entertained in some well posted quarters that many furnace interests will be strongly disposed to insure their coke supplies to the end of the year as far as that can be done by paying high prices, say \$8.00, \$9.00 or even \$10.00. Operators who are in the best position to maintain labor supplies and make good shipments when conditions are adverse intend to hold their coke for good prices, which of course the blast furnaces are easily in position to pay, and would be even if the pig iron market decline a few dollars a ton as it is not at all impossible it may do in the next two or three months.

In quite a number of cases negotiations for second half furnace coke were undertaken several weeks ago, and while these negotiations cannot come to a head on account of the government price control they are not abandoned but are being kept warm. Possibly the removal of government control would be followed almost immediately by the closing of several contracts at \$8.00 or perhaps higher. There is not much talk about ratio contracts, as coke operators would prefer to avoid such an arrangement when pig iron market prospects are downward rather than upward as they are at present.

The pig iron market has continued quiet, and is indeed rather stagnant than merely quiet. Consumers are showing practically no interest in forward deliveries, and several who were tentatively inquiring recently for third quarter or second half pig iron have recently stated that they will not close at this time.

Prompt iron is being offered rather freely, and in many cases by middle interests, who may represent furnaces that do not care to come out openly as sellers, particularly as some of the iron offered is at slightly lower than the generally recognized market, the market that was made by important sales some time ago. This market, which could possibly be shaded a trifle, is as follows:

Barrege \$1.25

Foundry 1.25

Malleable 1.25

These prices are f. o. b. Valley furnaces, freight to Pittsburg being \$1.40.

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville market, when last quoted, were as follows: Connellsville (sometimes called the Basin district) and the Lower Connellsville (the region between called the Arkansas and sometimes the Ohio) were \$1.25 per ton, and points for shipments are as follows: per ton of two thousand pounds, effective June 25, 1919:

Destination Rate

Baltimore 1.25

Chicago 1.25

Cleveland 1.25

Buffalo 1.25

Albany 1.25

St. Louis 1.25

Portland 1.25

Seattle 1.25

Toronto 1.25

Montreal 1.25

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FEDERAL AID FOR ELECTRIFICATION STEAM RAILROADS

As Means of Conserving Fuel and Lessening Non-Revenue Freight.

SATISFACTORY RESULTS

From Change to Electric Locomotives On the Chicago, Milwaukee & St. Paul, 42 Doing More Work Than 112 Steam Motors Which Were Replaced.

"Approximately 122,500,000 tons of coal or more than two-thirds the tonnage being burned by the 63,000 steam locomotives of the country, would have been saved during the year 1918 and can be saved today, were the railroads of the United States completely electrified along lines fully tried out and proved successful at the present time," said A. H. Armstrong, chairman of the electrification committee of the General Electric Company before the last meeting of the American Institute of Electrical Engineers.

"This vast amount of fuel," he continued, "is 50 per cent greater than the pre-war exports of England and twice the total amount consumed by America for all its railways and industries."

While not proposing immediate electrification, Mr. Armstrong presented new and heretofore exclusive data on the subject and emphasized the great future of electrification in the interests of national conservation and greater production for our common carriers. The most striking points of his address can be summarized as follows:

"Approximately 10,000,000 KW would have been sufficient to run all the railroads for the year 1918. The estimated power station capacity of the country in 1918 was 20,000,000 KW, or twice as much as would be necessary for complete electrification.

"A quarter of all the coal mined in the United States (678,211,000 tons) is consumed on our railroads every year.

"Fully one third the coal burned under our steam engines today is absolutely wasted in standby losses (banking fires in round house, cleaning fires for starting, coasting down grade and standing on track).

"On a prominent American railroad, 42 electric locomotives have replaced 112 steam engines and are hauling a greater tonnage with reserve capacity for still more. It is an open secret that the reduction in previous years operating expenses on the Chicago, Milwaukee & St. Paul railway is sufficient to show an attractive return upon the \$12,500,000 expended for the 440 miles of electrification without deducting the value of the 112 steam engines released for service elsewhere."

"The total ton-mile movement on all railroads of the country for 1918 was 1,215,400,000,000 ton-miles. Of this total 175,100,000,000 ton-miles were expended in non-revenue producing traffic, such as hauling coal for railway operating service.

"The railways of the country consumed 175,000,000 tons of coal in 1918, about 122,500,000 tons of which could be saved by electrification.

"Electric motive power for railroads can be maintained for approximately one-third the cost of that of steam engines for the same train tonnage handled.

"For the same freight tonnage handled on the Rocky Mountain division of the Chicago, Milwaukee & St. Paul, electric operation has effected a reduction of 22 1/2 per cent in the number of trains, 24.5 per cent in the average time per train and has improved operating conditions so that nearly 30 per cent more tonnage can be handled by electric operation in 80 per cent of the time it formerly took to handle the lesser tonnage by steam engines. The capacity of this single track line has been increased 50 per cent and probably more. On this particular road, electrification has affected economies which sufficiently justify the capital expenditure incurred and furthermore, has postponed for an indefinite period, any necessity for constructing a second track through this mountainous country."

The last point emphasized by Mr. Armstrong was that if all our railroads were completely electrified, they could carry one-fifth more revenue producing freight tonnage with no change in present operating expenses or track congestion.

"I am not, however, proposing the immediate electrification of all the railroads in the United States," he said, "but am offering these statistics simply as a measure of the magnitude of the problem confronting us in the future."

During the year 1920, the people of this country will pay out for automobiles, farm implements, trucks or farm tractors, but pleasure vehicles a sum of money considerably greater than the estimated requirements of our steam railways for this year. The railways however, may find it very difficult and perhaps impossible to secure the large sum needed without government aid, notwithstanding the fact that the continued operation and expansion of our roads is of vital necessity to the welfare and prosperity of the country and all its industries. The will of the American public has always been constructive and undoubtedly, in due time, its voice will be heard and properly interpreted by its representatives in Washington with the resulting enactment of such laws as will permit our railroads again to offer an attractive field for the investment of private funds."

HUGHES OLIPHANT DEAD

Was Member of Family Which Erected Old Oliphant Furnace.

Hughes Oliphant, 70 years old, a member of the family which erected the old Oliphant furnace at Fairchance, and a former prominent manufacturer at Trenton, N. J., died Tuesday at his home in the Ontario apartments, Washington, D. C.

Mr. Oliphant was born January 19, 1850, in Uniontown. He was graduated from Princeton University in the class of 1870. He later moved to Trenton where he was engaged in manufacturing. He was survived by his second wife and three sons.

Advertisement in The Weekly Courier.

THE ASSIGNED CAR USED AS A CLUB TO FORCE LOW PRICES

The Railroads Have Been Unwilling to Stand Upon An Equality With Other Buyers of Coal.

"A distinct public service was rendered by Thomas H. Watkins, president of the Pennsylvania Coal & Coke Corporation, in his presentation before the Bituminous Coal Commission or the railroad fuel policy as practiced by John Skeeton Williams and his aides," says the Coal Trade Journal. "It was particularly appropriate that this subject so intimately associated with many of the deep-seatedills of the soft coal business should have an exposition unhampered by suggestion language that needs no second reading to determine its true meaning.

"Defenders of the assigned car say that the practice is necessary in order to assure the carriers of ample fuel supplies. That is not true unless that statement is coupled with the explanation that the carriers demand preferential price treatment. Coal production under normal conditions is ample to care for all the railroad, industrial and domestic requirements, and there is no excess mine capacity available to satisfy overloads heavier than the export trade and normal increases in home requirements warrant. With the railroads consuming between 25 and 30 per cent of the soft coal output, it stands to reason that the operators will not willingly ignore those requirements if they can obtain the railroad business upon as favorable a basis as that possible on other lines."

"The railroads, unfortunately have not been willing to stand upon an equality with other buyers. Instead, they have played upon the over-development of the mining industry. They have sought to use their equipment which should be devoted to public service without discrimination as between traffic and shippers to beat down prices. They have sought through the use of the assigned car to give to mines that will cut prices better running time than neighboring collieries may enjoy. In short, the assigned car has not been used as a vehicle to protect the fuel supply of the railroad, but as a club to force the operators to sell coal at less than the average cost of production."

"As a club, the assigned car has been eminently successful. The railroads," said Mr. Watkins, "get their coal cheaper because the operators will give them a price 30 to 40 cents below other purchasers when they are assured of cars by the carriers instead of having to wait for certain car supply for other consumers." But success has never yet justified an evil. While the railroads have profited through strength, the public has paid the bill. The consumer is least able to afford high price.

"The total ton-mile movement on all railroads of the country for 1918 was 1,215,400,000,000 ton-miles. Of this total 175,100,000,000 ton-miles were expended in non-revenue producing traffic, such as hauling coal for railway operating service.

"The railways of the country consumed 175,000,000 tons of coal in 1918, about 122,500,000 tons of which could be saved by electrification.

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B. & O. ASSIGNMENTS

Positions Bid In By Employees Under the Seniority Rule.

The following appointments bid in by Baltimore & Ohio employees through seniority, became effective March 1, have been made:

J. F. McGrath, car distributor, succeeded J. E. Wilkins, who resigned.

I. A. Vogel, passing report clerk in the superintendent's office.

Daniel Riordan, clerk in the division account's office.

Miss Jeannette Coleman, charge clerk in the storekeeper's office.

R. H. McClintock, clerk in the car foreman's office.

Christine M. Lindsey, bill clerk in the master engineer's office.

John D. Butler, report clerk in the general yardmaster's office.

Edgar McCormick, yard clerk.

J. L. Shultz, warehouseman at Maysdale.

Levi Coughenour, warehouseman at Fairchance.

Eimer C. Walker, clerk at Hollispole.

L. E. Schrock, yard clerk at Rockwood.

Glenn Sanner, warehouseman at Rockwood.

INFORMATION NECESSARY

Federal Trade Commission Declares It Must Have Coal Cost Data.

WASHINGTON, March 16.—Conditions in the coal industry respecting costs of production and prices necessary to secure the large sum needed without government aid, notwithstanding the fact that the continued operation and expansion of our roads is of vital necessity to the welfare and prosperity of the country and all its industries. The will of the American public has always been constructive and undoubtedly, in due time, its voice will be heard and properly interpreted by its representatives in Washington with the resulting enactment of such laws as will permit our railroads again to offer an attractive field for the investment of private funds."

MASTER MECHANIC LEAVING

F. W. Rhuark, Baltimore & Ohio, Going With Wabash System.

F. W. Rhuark, master mechanic at the Baltimore & Ohio shops here, on Monday became general superintendent of motive power of the Pittsburgh and West Virginia, the eastern terminal road of the Wabash system. He will be located in Pittsburgh.

Mr. Rhuark has served the Baltimore & Ohio railroad for 16 years. Before coming to this city he was master mechanic at Garrett Ind. His successor has not yet been named.

Sheet & Tube Furnace Out.

No. 3 blast furnace of the Youngstown Sheet & Tube company's East Youngstown group has been blown out for refining and general repairs.

Subscribe for The Weekly Courier.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, March 13, 1920.

Ovens in Works Name of Operators Address.

MERCHANT OVENS		
182	182	Beatty.....Mt. Pleasant Coke Co., Greensburg.
50	50	Brush Run.....Brush Run Coke Company, Mt. Pleasant.
150	150	Clare.....Clare Coke Co., Greensburg.
58	58	Ellen No 2.....Whelby Coke Co., New York.
100	100	Ellen.....W. J. Bailey Coke Co., New York.
10	10	Fort Hill.....Summit-City Coke Co., Connellsville.
10	10	Garrison.....Gilmor Coke Co., Connecticut.
Franklin.....	Franklin.....W. J. Bailey Coke Co., New York.	
101	101	Gillmore.....H. C. Frick Coke Co., Pittsburgh.
80	80	Grace.....W. J. Bailey.....New York.
8	8	Heien.....Samuel L. Loehr.....Youngwood.
145	145	Henderson.....H. C. Frick Coke Co., Pittsburgh.
16	16	Morgan.....Cragado-Schoneck Coke Co., Connellsville.
275	275	Mt. Braddock.....W. J. Bailey.....New York.
310	310	Mt. Pleasant.....Mt. Pleasant Coke Co., Greensburg.
32	32	Nyers.....Brownfield Coal & Coke Co., Uniontown.
43	43	Nells.....Nellie Coke Co., Connellsville.
128	128	Oliver No. 1.....Oliver & Snyder Steel Co., Pittsburgh.
128	128	Oliver No. 2.....Oliver & Snyder Steel Co., Pittsburgh.
300	300	Patt.....W. J. Bailey.....New York.
30	30	Revere.....W. J. Bailey.....New York.
100	100	Thomas.....Whelby Coke Co., New York.
10	10	West Penn.....West Penn Coke Co., Pittsburgh.

FCRACK OVENS

2,931	2,931	
290	120	Adelaide.....H. C. Frick Coke Co., Pittsburgh.
321	121	Arlington.....H. C. Frick Coke Co., Pittsburgh.
300	350	Bitter.....H. C. Frick Coke Co., Pittsburgh.
240	240	Brinkerton.....H. C. Frick Coke Co., Pittsburgh.
300	300	Buckeye.....H. C. Frick Coke Co., Pittsburgh.
290	176	Cajunet.....H. C. Frick Coke Co., Pittsburgh.
301	301	Central.....H. C. Frick Coke Co., Pittsburgh.
400	550	Continental 1.....H. C. Frick Coke Co., Pittsburgh.
226	422	Continental 2.....H. C. Frick Coke Co., Pittsburgh.
300	300	Continental 3.....H. C. Frick Coke Co., Pittsburgh.
120	120	Crossland.....H. C. Frick Coke Co., Pittsburgh.
333	313	Davidson.....H. C. Frick Coke Co., Pittsburgh.
230	230	Dorothy.....Amer. Manganese Mig. Co., Dunbar.
110	110	Edna.....H. C. Frick Coke Co., Pittsburgh.
272	272	Media No. 1.....H. C. Frick Coke Co., Pittsburgh.
350	220	Media No. 2.....H. C. Frick Coke Co., Pittsburgh.
400	300	Meola.....H. C. Frick Coke Co., Pittsburgh.
353	355	Montester.....Hostetter-City Coke Co., Pittsburgh.
240	240	Junata.....H. C. Frick Coke Co., Pittsburgh.
300	300	Kyle.....H. C. Frick Coke Co., Pittsburgh.
450	450	Leavening 1.....H. C. Frick Coke Co., Pittsburgh.
502	429	Leavening 2.....H. C. Frick Coke Co., Pittsburgh.
502	392	Leavening 3.....H. C. Frick Coke Co., Pittsburgh.
304	241	Leith.....H. C. Frick Coke Co., Pittsburgh.
237	237	Lemon No. 1.....H. C. Frick Coke Co., Pittsburgh.
350	350	Lemont No. 2.....H. C. Frick Coke Co., Pittsburgh.
300	350	Limestone.....H. C. Frick Coke Co., Pittsburgh.
300	300	Merger.....H. C. Frick Coke Co., Pittsburgh.
190	133	Munis.....H. C. Frick Coke Co., Pittsburgh.
250	210	Oliphant.....H. C. Frick Coke Co., Pittsburgh.
400	400	Philips.....H. C. Frick Coke Co., Pittsburgh.
443	320	Redstone.....H. C. Frick Coke Co., Pittsburgh.</td

NEW POSITIONS ARE CREATED FOR WEST PENN POWER MEN

Hankison to Head Efficiency Department; Thomas Supt. of Operation.

FITCH SYSTEM OPERATOR

Purpose Is to Insure Maximum Reliability of Service and Economy of Operation; Record of Green Junction Plant Under Supt. Hankison.

The promotion of L. E. Hankison, superintendent of the West Penn Power company's power plant at Green Junction, to larger responsibilities, as noted by The Courier last week, will mark the inauguration of two new positions, one to be known as superintendent of efficiency, the other superintendent of operation, both of which have recently been created.

For the present Mr. Hankison will remain in Connellsville, but later, probably during the coming fall, he will be transferred to Pittsburgh, from there to supervise operation of the company's 14 generating stations as head of the efficiency department. He will make regular inspections and reports, direct repairs to apparatus, test equipment, compare operating results and, in cooperation with the head of the operating department, establish rules to insure maximum reliability of service and economy of operation.

J. E. Thomas, system operator, has been promoted to be superintendent of operation, another new position. In this capacity he will coordinate the operation of power plants, substations and transmission lines so that current may be distributed uninterrupted. Mr. Thomas is succeeded by H. S. Fitch. Both were in past years located in Connellsville.

The West Penn now has 11 steam-operated plants in service. In the late spring, it is expected, the big station now under construction at Springdale will be completed. These with two smaller water-driven plants, will make a total of 14.

Mr. Hankison entered the services of the company in January, 1910, as an electrician. He was subsequently made foreman and later superintendent of the Connellsville plant. During his 10 years' connection with it, he has seen it grow from a capacity of about 6,000 to about 50,000 kilowatts, an increase of close to 1,000 per cent. When he took charge the largest unit had a capacity of 3,250 kilowatts. Since then generators of 14,000 kilowatts capacity have been installed. The largest boiler was then rated at 370 horsepower and generated more than 600 to 700 kilowatts. A new boiler was produced. During his connection with the plant, boilers with economizers furnishing eight to 10 times as much steam have been installed.

Mr. Hankison kept the Connellsville plant in operation at a time when it was undergoing an almost complete transformation. An extensive re-building program called for the entire overhauling of the boiler room. Centrifugal stokers, a means for handling the increased quantity of ashes and forced draft fans, were installed, all this at a time when demands on the plant for current were increasing very rapidly. Connellsville was then carrying from 75 to 80 per cent of the West Penn load; in fact, it continued to do so until recently, and these changes were made, in the face of many obstacles at a time when Connellsville power was going to practically all points on the system and when trouble at the Connellsville plant affected the whole territory.

At that time no interconnections with the Duquesne Light company and the American Gas & Electric company had been arranged. Connellsville had to be equipped to carry the rapidly-increasing load. Now, however, conditions have improved. The new Windsor station has been carrying a share of the load for some time and Springdale will soon be turning current into the lines. Then Connellsville will be supplying less than one-third of the greater amount of current generated on the West Penn system. This should have a very beneficial effect on the reliability of the service.

Mr. Hankison will continue to occupy his home on East Washington avenue until such time as his new position demands his removal to Pittsburgh.

TO STOP CONFISCATION

Of Coal Is Aim of Bill Introduced By Congressman Wilson.

Representative Wilson of Connecticut has introduced a bill in the house to prohibit section of the Lever act relating to the distribution and diversion of coal and coke.

His measure was introduced as the result of the executive order issued by the President continuing that authority under the director general of railroads. It is not thought that the bill will be given favorable consideration by Congress, although there is a growing sentiment against government interference with the distribution and diversion of fuel. But it is believed that the authority will be removed if the report of the President's coal commission is accepted by both the miners and operators and consequently would make it unnecessary to consider such measures as that introduced by Mr. Wilson.

STEEL CAGES

Used in Southwest to Handle Tramps Which Infest Italyans.

Drastic measures to prevent tramps from riding on trains that cross the southwestern deserts have been taken by the four railroad companies, according to Popular Mechanics Magazine. As part of a systematic campaign against hobos, prisons of an unusual sort have been established along the lines.

These prisons are large steel cages, similar to those used for confining wild animals. Tramps caught stealing rides are locked in the cages until it is convenient to take them to the nearest county seat for trial.

To Improve Fuel Handling Plant. The Pittsburgh Steel company will spend \$30,000 on improvements in connection with its coal and coke handling plant at Monessen.

FRANK W. JONES GOES WITH THE WEST PENN

Principal of Crawford School to Become Traveling Auditor for West Penn Power Company March 18.

Frank W. Jones, principal of the Crawford school, Connellsville, has tendered his resignation, effective March 18, to become traveling auditor for the West Penn Power company. The company has always employed two traveling auditors, but the expansion of the work has made a third one necessary.

Mr. Jones has taught school for 14 years. He was principal of the Second Ward school, Connellsville, in 1911 and is serving his third year as principal of the Crawford school. He is also a former principal of the Dawson schools and is well known among educational workers in Fayette county. He is well qualified for his new work.

Mr. Jones will still retain his residence at Poplar Grove.

PLANT OF PARAGON MOTOR COMPANY TO BE AT COALBROOK

Deal For Purchase of 25 Acres From Frick Company Closed Monday.

The Paragon Motor company, recently organized in Connellsville, has closed a deal for the purchase of approximately 25 acres of land at Coalbrook for the location of its plant.

The site is a fine level stretch of land about one and one-half miles from the center of Connellsville, along the Pennsylvania railroad and is known as the Coalbrook property of the H. C. Frick coke company. It is also acquired to the land and the two-story building formerly operated as a store, but never formally operated as a store, by the Union Supply company.

The site has a frontage of 3,000 feet along the Pennsylvania railroad, from which a spur track now crosses the property. A high tension West Penn power line passes the property so that heat, both for power and heat treating and drying ovens is easily available.

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Charles E. Bailey, general sales manager of the Paragon car is now permanently located in Connellsville.

Mr. Bailey was formerly assistant sales and advertising manager at the Templar and Hal motor car plants in Cleveland, and has had 16 years of experience.

The large number of inquiries coming daily from all parts of the country for details regarding the company, as well as the Paragon car, shows the active interest of the public in Connellsville's new industry.

The company plans to build at least 20 attractive new homes in various parts of the city, as soon as spring opens up, to house the Paragon employees, who will soon be moving to Connellsville.

At that time no interconnections with the Duquesne Light company and the American Gas & Electric company had been arranged. Connellsville had to be equipped to carry the rapidly-increasing load. Now, however, conditions have improved.

The new Windsor station has been carrying a share of the load for some time and Springdale will soon be turning current into the lines. Then Connellsville will be supplying less than one-third of the greater amount of current generated on the West Penn system. This should have a very beneficial effect on the reliability of the service.

Mr. Hankison will continue to occupy his home on East Washington avenue until such time as his new position demands his removal to Pittsburgh.

S. J. HARRY COMPANY AWARDED CONTRACTS FOR THREE SHAFTS

Two of Projects Located in New York State, Other in Vermont; Total, \$360,000.

The S. J. Harry company of Connellsville, which has been engaged for a long time on large contracts on the New York water supply system at Shandaken, N. Y., is putting the finishing touches to that work and preparing to engage on three other contracts for shafts recently closed, one near Rochester, N. Y., another near Albany, N. Y., and the third at Rutland, Vt.

Eight shafts have been sunk on the New York water project. Machinery is being moved from Shandaken and Connellsville to the new operations.

The contract at Rochester is for a shaft 400 feet deep and a tunnel 150 feet long, tapping a gypsum deposit.

The contract price is \$75,000. At Shadaken, Albany, a 250 foot shaft and 600 feet of tunnel to develop an iron ore bed. This will amount to \$125,000.

The Vermont job is for a shaft 200 feet deep and 400 feet of tunneling, the cost of which will be \$150,000.

STEEL CAGES

Used in Southwest to Handle Tramps Which Infest Italyans.

Drastic measures to prevent tramps from riding on trains that cross the southwestern deserts have been taken by the four railroad companies, according to Popular Mechanics Magazine.

As part of a systematic campaign against hobos, prisons of an unusual sort have been established along the lines.

These prisons are large steel cages,

similar to those used for confining wild animals. Tramps caught stealing rides are locked in the cages until it is convenient to take them to the nearest county seat for trial.

To Improve Fuel Handling Plant. The Pittsburgh Steel company will spend \$30,000 on improvements in connection with its coal and coke handling plant at Monessen.

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, March 13, 1920.

Ovens	In Works	Name of Operators	Address
40	Adah	MERCHANT OVENS.	Greensburg.
293	Allison No. 1.	W. J. Rainey.	New York.
200	Allison No. 2.	W. J. Rainey.	New York.
142	American 1.	Randy-Pearby Fuel Co.	Pittsburgh.
240	American 2.	Randy-Pearby Fuel Co.	Pittsburgh.
40	Antes	The Wilkey & Feather Co.	Uniontown.
42	Belle Vernon	Belle Vernon Coal & Coke Co.	Pittsburgh.
20	Brownsville	Brownsville Coke Co.	Uniontown.
50	Century	Century Coke Co.	Brownsville.
40	Champion	Champion Coal & Coke Co.	Uniontown.
257	Crystol	Crystol Coal Co.	Pittsburg.
100	Crystal	Hecla Coal & Coke Co.	Pittsburg.
236	Debtbo	Reliance Coal & Coke Co.	Pittsburg.
404	Donald 1 & 2.	Consolidated C'ville Coke Co.	Uniontown.
160	Douglas No. 3	Consolidated C'ville Coke Co.	Uniontown.
100	Edna	Wallace & Clegg Co.	Uniontown.
35	Elkton	J. D. Elmer & Son.	Uniontown.
113	Garrison	Acton-C'ville Coke Co.	Connellsville.
58	Genuine	Genuine C'ville Coke Co.	Uniontown.
200	Griffin No. 1.	Hecla Coal & Coke Co.	Pittsburg.
195	Griffin No. 2.	Hecla Coal & Coke Co.	Pittsburg.
210	Herbert	Hecla Coal & Coke Co.	Pittsburg.
45	Hillside	Hillside Coke Co.	Connellsville.
52	Hilltop	Hilltop Coke Co.	Pittsburg.
194	Holmes	James H. Holmer.	McGinnestown.
38	Hope	Hope Coke Co.	Uniontown.
195	Hestead	Hestead-Semans G. & Co.	Uniontown.
250	Iabella	Hecla Coal & Coke Co.	Pittsburg.
24	Junior	Junior Coal & Coke Co.	Uniontown.
110	Katherine	Union Coal & Coke Co.	Pittsburg.
232	Lafayette	Union Coal & Coke Co.	Pittsburg.
30	Lean	Franklin Coke Co.	Mt. Pleasant.
31	Liberty	Liberty Coke Co.	Scottdale.
400	Lincoln	The Bixler Coke & Coke Co.	Pittsburg.
40	Little Gem	C'ville Central Coke Co.	Pittsburg.
250	Love Phos	Loveland Coal & Coke Co.	Pittsburg.
31	MacIntosh	MacIntosh Coal Co.	Uniontown.
64	Massie	Southern C'ville Coke Co.	Uniontown.
200	Mc. Mo.	Showmen Coke Co.	Uniontown.
100	Old Home	W. J. Marshall.	Uniontown.
202	Puritan 1 & 2.	Puritan Coke Co.	Uniontown.
75	Puritan No. 4.	Puritan Coke Co.	Uniontown.
120	Randall	Pritchard Hill Coke & Coke Co.	Pittsburg.
275	Ridge Hill	W. J. Baldwin.	New York.
45	Russell	Russell Coal & Coke Co.	Smithfield.
30	Sackett	H. R. Sackett Coal & C. Co.	Connellsville.
256	Sappier	Taylor-Clegg & C. Co.	Uniontown.
210	Saratoga	Yoder & Clegg Co.	Uniontown.
310	Starling	Consolidated C'ville Coke Co.	McGinnestown.
50	Sunshine 1	Thompson C. & C. Co.	Pittsburg.
400	Thompson 2	Tower Hill C'ville Coke Co.	Pittsburg.
320	Tower Hill 1	Tower Hill C'ville Coke Co.	Pittsburg.
344	Tower Hill 2	Tower Hill C'ville Coke Co.	Southgate.
10	Virginia	Washington Coke Co.	Pittsburg.
500	Washington	Washington Coke Co.	Pittsburg.
325	Washington 2	Washington Coal & Coke Co.	Pittsburg.
16	Windham	Windham-C'ville Coke Co.	Uniontown.
40	Yukon	Windham-Gilmore C. & C. Co.	Pittsburg.
35	Yukon	Whitely Coke Co.	Pittsburg.
10,638	6,856		
		FURNACE OVENS.	
400	Alicia	Pittsburgh Steel Co.	Alicia, Pa.
100	Bridgeport	H. C. Frick Coke Co.	Pittsburg.
470	Bridg. Hill	Bridg. Hill.	Bridg. Hill.
240	Brown	H. C. Frick Coke Co.	Pittsburg.
500	Colonial No. 1	H. C. Frick Coke Co.	Pittsburg.
158	Colonial No. 2	H. C. Frick Coke Co.	Pittsburg.
262	Colonial No. 3	H. C. Frick Coke Co.	Pittsburg.
250	Death	H. C. Frick Coke Co.	Pittsburg.
300	Edenboro	H. C. Frick Coke Co.	Pittsburg.
290	Fairmont</td		

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THURSDAY MORNING, MAR. 18, '20.

THE FEDERAL TRADE COMMISSION AND ITS POWERS.

The action taken by an Ohio coal company to have the courts determine how far the Federal Trade Commission can go in requiring private industrial corporations to furnish detailed information of their business, will create very lively interest among fuel producers in the Connellsville region as well as elsewhere.

That coal and coke companies have chafed under the burdens imposed upon them by this body is because they have had just cause for complaint. Having been required to change their accounting systems to conform to the commission's standards has been both expensive and laborious but that of itself has been less objectionable than the preparation of an almost endless series of reports covering costs of production, income, financial condition and other information heretofore regarded as of a strictly confidential character.

Had it been made plain what purposes this information is to be made to serve or had evidence been forthcoming to show that any advantage has been or was to be derived from it by the trade or not the suspicion arises that the information has been used to the distinct disadvantage of the industry, or at times applied to improper purposes there would have been no general complaint concerning the decisions of the commission. But so far as fuel producers have been aware no substantial or worth while results have followed from compliance with the multiplied demands for statistics. True an army of clerks has been provided, a簿 sinecures in Washington at an enormous cost to the taxpayers through the creation of this inquisition at body and the constant enlargement of its reputed powers, but coal producers have not experienced any benefit therefrom. These have been from time to time extended by Congress and by order of the President the collection of coal statistics has been transferred to the Fuel Administration.

This latter act has very properly raised the question of the validity of the law conferring such extraordinary powers upon a body the precise functions of which have not been fully determined or its utility satisfactorily demonstrated. An injunction has therefore been requested on the ground that the commission, in its search for information of a private character has exceeded the authority vested in it by Congress and that it Congress gave it authority to require reports of the character demanded, the act is unconstitutional and that any power vested in the commission was transferred to the Fuel Administration by the order of the President.

This action will bring the whole question of the commission's power squarely before the courts. The issue involved is of very great importance not alone because the operations of the commission have been held to have violated the rights and privileges of private corporations, insofar as relates to compelling them to reveal information of a purely confidential character but because it has transcended the bounds of reason in broadening the scope of its acquisitions and laid upon industry a burden for which there are absolutely no compensating advantages.

"OBSTINATE PRIDE OF OPINION."

By the ultimatum of League of no League, President Wilson has given the Senate in his letter to Senator Hitchcock, the Peace Treaty and League of Nations covenant will be dragged into the mire of a political campaign unless the author has exceeded the authority of the United States.

"CONCURRENT POWER"

INTERPRETED

In sustaining the validity of the prohibition amendment to the federal constitution, the United States District Court of New Jersey, has given an interpretation of concurrent power, as used in the amendment,

which will be helpful to those who have not clearly understood how the term was to be applied to the national prohibition act. In dismissing suits brought to prevent the enforcement of the Volstead Act in New Jersey, and to authorize the manufacture of 3.5 per cent beer, the court gave the following explanation of the effect of the word concurrent:

The failure of Congress to enact enforcing legislation would not affect the right of the states to do so. In such cases if the state acted, its legislation would be the only rule on the subject. However such legislation would be operative only within the boundaries of the state. This not because of any express limitation in the amendment but solely for the reason that its jurisdiction extends no further.

But when Congress acts to enforce this amendment, its command extends throughout the Union. This also is not due to any expressed authority found in the amendment but because its enactment operates throughout the whole land. In then legislating it acts independently of and without consulting the states. Whether the states concur therein is a matter for their sole determination. Failure on their part to cooperate with Congress casts doubt on those most conversant with the situation and led to the inauguration of the movement to convert the Cottage State into a general hospital.

The wide knowledge resulting from the congressional inquiry more stresses the importance of carrying into execution as soon as legal difficulties will permit the plans already projected for a general hospital.

Designed only for the treatment of surgical cases the Cottage State hospital has not been able to render as complete service as the public either to its patients or to its functionaries.

If Mr. Wilson and Mr. Hitchcock think that this is to make a whining fight for the Democratic party in the next campaign, they are counting without their host. If Mr. Wilson and Mr. Hitchcock think that in beating the treaty over a mere form of words and absence of substance they are going to secure division in the Republican party they are greatly mistaken.

When he suffrages of those Republican voters who have been impatient with Republican senators are sought on the ground that the course of the Republicans prevented the ratification of the treaty the full and satisfactory answer will be that Mr. Wilson had the matter in his own hands and in his obstinate pride of opinion and partial unwillingness to give his political opponents the small triumph of having their form of words in the treaty rather than his he destroyed a great world cause.

Citizens can help in the best

booster for Congress. Let us all

live wide as we are faithful and patriotic members. Then we know not to expect

and make them feel our will. And with more honor of the old brand.

Answer to Admiral Sims' specific

charge of incompetency and lack of

cooperation by the Navy Department in the war will have to be given a more substantial form than a broadside of denials by Secretary Daniels.

THE SOLEMN DUTY OF SENATORS.
The Senators, Republican and Democratic alike, who have stood in the way of a ratification of the Peace Treaty because of their refusal to accept reservations, making the League of Nations covenant safe for America, should heed the demands of an impatient and outraged public until to overcome the obstinacy and bluff of the White House, or resign and go home.

Happily however, there is an increasing number of Senators who, either from having had their ears to the ground to catch the swelling note of public resentment at their supreme or from an honest conviction that they have become stumbling blocks to progress, are displaying sufficient courage to cast off White House dictation and join forces with those who have a comprehensive sense of their duty.

From the day of his return from Paris President Wilson, with the vaunting pride of authorship has steadfastly refused to concede that the Senate has any right to do other than his own bidding with respect to the treaty and the League. He has omitted from his consideration the fact that when he delivered the treaty to the Senate he placed upon that body the responsibility of considering the Constitution of acceptance. It is thus accepting it without reservations or rejecting it. Instead he has submitted it to a vote of the Senate.

Over there the situation differs somewhat from our own. The water company after persistent and long continued demands upon the part of patrons has undertaken improvements at a cost of about \$500,000 with a view to augmenting its supply and extending its service. With the increased investment the company claim that larger revenue is necessary and to provide it has filed a new schedule of rates with the Public Service Commission. In support of its claim it quotes a figure of \$1,000,000 as not excessive and that under the decision and rulings of the commission the water company is entitled to rates sufficient to produce gross receipts equivalent to seven per cent for depreciation dividends and interest and two per cent for operating expenses and taxes.

In Connellsville the claim for necessary increase in rates is not based upon plant improvements but upon the general advance in the cost of operation due to higher prices for material labor and supplies. No additions to the plant have been made no main railroad and so far as the public is aware no improvements are contemplated. Apparently the company regards the present as an opportune time to advance rates and thus far no opposition to the plan has developed and of late seems to make the proposal with greater wholly make a recurrence of it in the previous history of Connellsville.

In Latrobe steps are being taken to file a protest with the Public Service Commission as the only course of action that can be pursued. The borough solicitor has counseled this and has pointed out that the petitioners will have to prove to the Public Service Commission on that the water company has placed too high a valuation on its plant that the proposed rates are higher than the invested capital should permit to be charged and that the company does not have the right to place upon the consumers the excessive cost of the improvements which the company should have made years ago when the expense would have been materially less than at the present scale of high prices.

Here the Senate has the right to oppose its own judgment and pride or opinions against the combined judgment and opinion of all America the people do not have the right to weekly acquiesce. It is therefore time as the Ledger suggests that the Senate majority put this issue to a public test. After that it will be up to the President to talk of appealing the issue to the people. How can he possibly present such an appeal with his whole party committed against him? He surely learned when he went almost alone to Paris that no American can safely take such a course. Our and Kaiser went out of style during the war.

It is the solemn duty of the Senate to give unmistakable warning that he who presumes to have been destroyed in Europe cannot be set up in America, even though the chief and boldest advocate of it be the President of the United States.

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mistaken.

Further promises of reduction in the cost of living would fall on deaf ears because the people have had enough experience with those promises in the past all of which have been unfulfilled. This is not some may suppose an excerpt from A. Mitchell Palmer's platform but testimonies from the miners of the anthracite region to the effects of the amendment of Justice can give to bring the cost of living within the reach of plain people.

Somebody must be industriously engaged in pulling the plug out of that deflated located member of the Senate and can we other wise expect our traitors and friends continue to sit and reflect? And with no more honor of the old brand.

We are report false, four gallons of whisky in the heart of Union now is a public meter of the new mining eight as we have located and in close proximity to the mines of another somebody who could extend it to Great Britain which has been paid for all the church

and the minister who has been made

